

Appl. No. 10/549,577
Amdt. dated August 23, 2007
Reply to Office action of June 20, 2007

REMARKS

Claims 12-31 remain in this application.

By this amendment several minor grammatical changes have been made to the wording of claim 12, bringing it into better form.

The only rejection the examiner has set forth in the Office action is under 35 USC 112. In this rejection the examiner has said that the specification does not enable a person skilled in the art to be able to make and use the invention commensurate with the scope of claim 12. In particular, the examiner has indicated that the specification does not include any disclosure of the "means for adjusting the injection pressure in the pressure chamber" as recited in line 25 of claim 12.

In response thereto, the examiner's attention is politely invited to paragraph 23 of the specification. While paragraph 23 has been revised in this amendment so as to remove some ambiguity, the original is copied below with portions highlighted to help the examiner determine that the disclosure, as originally filed, included support for the claimed "means for adjusting the pressure in the pressure chamber." As can be seen from the highlighted portions of paragraph 23, support is found for the "means for adjusting pressure in pressure chamber 34."

[0023] The injection nozzle 1 according to the present invention is also equipped with a control chamber 32 that communicates with a pressure chamber 34 via a throttle line 33. The throttle line 33 has a predetermined flow resistance, which can be suitably embodied in the form of a corresponding throttle 35. **The pressure chamber 34 cooperates with a pressure**

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generating device or fuel delivery unit, not shown, whose pressure generating action is represented here in the form of a piston 36 that can execute a stroke motion. For example, the pressure generating device or fuel delivery unit is a high-pressure fuel pump that supplies the injection nozzle 1 with the required high fuel pressure. The injection nozzle 1 shown here suitably constitutes a component of a so-called “unit injector”. In an internal combustion engine that operates with a unit injector system for fuel injection, each cylinder is associated with its own unit injector.

Thus, the original intent of this paragraph was to indicate that the ultimate means for supplying a variable pressure was not shown in the drawings, but could be for example, a high-pressure fuel pump that supplies the injection nozzle 1 with the required high fuel pressure. Rather than show such a mechanism in the drawings, a schematic representation was instead shown. That schematic representation is the piston 36 which is recited to have a stroke motion. In this art stroke motion is commonly understood as a motion whose stroke can be controlled.

As the examiner can see, looking at figure 1 of the drawings while also considering the highlighted portion of paragraph 23, if piston 36 is controlled in a stroke motion, as stated by the highlighted section of paragraph 23, fuel will be supplied to pressure chamber 34 at a variable pressure. The longer the stroke of piston 36, the greater the pressure which will be developed in pressure chamber 34. Thus piston 36, and its variable stroke, is a “means for adjusting the pressure in the pressure chamber.”

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As the examiner should now certainly appreciate, paragraph 23 of the specification has been amended, not to change its meaning, but rather to simply make that meaning more clear.

Since by these comments the only rejection in the Office action has been refuted, entry of this amendment and allowance of the claims are courteously solicited.

Respectfully submitted,



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